

DOCK TIEUP BROKEN;  
SAILINGS TO RESUMESavannah Line Idle Since  
March 12, Will Start Oper-  
ations This Week.

## WORRY CENTRES ON COAL

Relief Is Expected To-morrow  
—'Outlaw' War Situation  
Is Clearing.

For the first time since the longshoremen's strike started, March 12, normal sailings will be resumed this week by vessels of the Savannah Steamship Line. This announcement, made yesterday by E. R. Richardson, vice-president and general manager of the company, followed closely upon the statement of Col. Frederic A. Molitor, of the Citizens Transportation Committee, that all freight accumulated on the Savannah line piers has been cleared away by his non-union trucks.

With the exception of several hundred bales of cotton destined for the New England mills, which was held up by the embargo of the New Haven Railroad, all the coastwise piers are now free, Col. Molitor said. Last week the "open shop" trucks hauled 2,485,000 pounds of freight, bringing the total to date up to 5,013,000 pounds.

With the waterfront tieup effectively broken and the possibility of a general railroad strike greatly lessened by the announcement that the new wage scale will date back to May 1, local business men hope soon to see industry on a normal basis again, safe from the whims of unruly groups of transportation workers.

The coal situation is now their chief cause of concern. Only the return to the

fuel administration methods will avert the worst coal shortage New York has ever experienced, Alfred M. Barrett, acting Public Service Commissioner, said yesterday. The public utility corporations have less than half their normal supply of fuel, according to figures compiled by the commission.

Indications now point to serious conditions this fall, especially in the months of October and November, unless some radical measures are taken, Mr. Barrett said. Although the responsibility for restoring the fuel administration rests with the Federal Government, Gov. Smith can take steps to conserve the supply, and in an emergency Mayor Hylan could use his police powers.

Prices have advanced beyond all reason, Mr. Barrett added. The car shortage is the chief factor, but the harbor strikes have been an additional burden locally. Independent lighterage concerns are charging from \$200 to \$500 to carry one cargo of coal from the South American terminal to the city. Before the strike the rate was \$75.

Government orders diverting all open freight cars to the coal mines result in an increased shipment of 2,500,000 tons monthly, Mr. Barrett said, but the effect cannot be felt for some time. The Public Service Commission reports the interborough has a week's supply of fuel, the R. R. T. only two days' supply, and all public utilities in New York have on hand 171,000 tons, whereas the normal reserve stock is 150,000.

J. W. Howe, commissioner for the Tidewater Coal Exchange, expects orders from the I. C. C. to-morrow releasing for New York consumption some of the export coal which has been held in this country by embargo. Steamship owners complained against the severity of this order, and a protest is expected from European buyers who are dependent on shipments of coal from the United States to counteract underproduction abroad.

The switchmen's strike in the anthracite belt increases the danger of a coal famine. Philadelphia is existing on a hand-to-mouth basis. Maryland is in the same fix since the "outlaw" spread their walkout to the yards of the Western Maryland line and tied up the thimbleous fields in that State.

The same mysterious agency that is said to have circulated the order for a general strike of all railroad employees at midnight last night evidently countermanded it yesterday after the wage board announcement was published.

Early this morning there were no indications that railroad men had quit here or elsewhere.

A meeting of the district council of the International Longshoremen's Association will be held this afternoon at 164 Eleventh avenue. A lively fight is expected between the radicals, who want to call the deep sea workers out in sympathy with the coastwise men, and the conservatives, led by T. V. O'Connor, international president.

Mr. O'Connor says the men will not strike because they are bound by agreements running until September 1, but many of the local leaders feel absolved of their contracts by the declaration of the Citizens' Transportation Committee that labor must operate on an "open shop" basis. Agreements are just scraps of paper if it comes to fight, they say.

Col. Molitor does not think either the longshoremen or the teamsters will strike, but if they do he says he has on file the names of thousands of men who are looking for work and can meet any emergency. He said also that so far the union attitude had been "very decent." The absence of liquor is one reason he gives for lack of violence.

## Daily Calendar

## THE WEATHER.

Eastern New York—Fair to-day and probably to-morrow; mild temperature, gentle variable winds.

New Jersey—Fair to-day and probably to-morrow; mild temperature; gentle variable winds.

Northern New England—Fair to-day and probably to-morrow; gentle variable winds.

Southern New England—Fair to-day and probably to-morrow; gentle variable winds.

Western New York—Fair to-day and probably to-morrow; mild temperature; gentle variable winds.

WASHINGTON, June 26.—High air pressure persists over the region between the Mississippi River and the Atlantic coast and it is low over the upper Mississippi Valley and the far Southwest. No storm consequences appear within the field of observation. There have been local showers within the last twenty-four hours in the Florida peninsula, the extreme upper Mississippi Valley, the Dakotas, Colorado and New Mexico. Fair weather has prevailed in other regions.

There has been a considerable fall in temperature over the Rocky Mountain and southern plateau regions and a rise in the north Pacific States. Temperatures remain nearly normal generally east of the Rocky Mountains. The outlook is for showers in the upper lake region and the Florida peninsula and generally fair weather elsewhere east of

the Mississippi River to-morrow and Monday. No important temperature changes are indicated for the eastern half of the country during the next forty-eight hours.

Observations at United States Weather Bureau stations taken at 8 A. M. yesterday, seventy-fifth meridian time:

Stations.	High.	Low.	Bar.	Wind.	Weather.
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	
Albany	80	78	30.00	Clear	

LOCAL WEATHER RECORDS.

Barometer	8 A. M.	5 P. M.
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00
Albany	30.00	30.00

Chicago Has Three Day Supply.

CHICAGO, June 26.—Chicago has enough coal, if distributed evenly, to last its pumping stations only about three days, P. S. Conbo, city engineer, said to-day. One station, supplying eighty-five square miles, has a seven day fuel supply, the greatest of any, he said. He appealed to the public to cut the consumption of water as low as possible to save coal for the city.

NEW HUDSON BRIDGE  
PLAN LIKE PHANTOMOfficials Know Nothing of  
Project of Group of N. Y.  
Architects and Engineers.

Although it has been announced that plans have been formulated by a group of New York architects and engineers for the construction of a big bridge across the Hudson, nothing is known of the proposed bridge as yet in official circles.

William Leary, secretary of the New York-New Jersey Port and Harbor Development Commission, of which William R. Wilcox is chairman, denied yesterday a statement that Gov. Smith had submitted the project to his commission for consideration. He added that the Port and Harbor Development Commission was not the body which would consider such a matter.

At the office of the New York Bridge and Tunnel Commission in the Hall of Records, the body whose official duty it would be to scrutinize the matter, it was said that no such plans had been received for consideration. The commission is now at work on plans for the vehicular tunnel with which it is proposed to link the two States and has not seriously considered any bridge project since 1909.

According to the announced plans the bridge, which also is to serve as a war memorial, was designed to span not only the Hudson but to connect with the Brooklyn and other East River bridges. There were to be approaches from the region from Chambers street to Washington Square. The bridge itself was to stretch from Spring street, Manhattan, to Eleventh street, Jersey City. The bridge proper would measure almost a mile and would be supported by two pylons set at a distance of one-quarter of a mile from either shore. Two levels, one for vehicles, subway, elevated and street cars and pedestrians and the

other for railroad tracks, were part of the projected bridge, which was to be so high that any ship could pass under it.

The plans were drawn by Alfred C. Bosson, architect, 650 Fifth avenue, and specifications for the foundations of the pylons, caissons, etc., were worked out by Kennard Thompson, consulting engineer, 56 Church street. Mr. Thompson has for some years advocated the extension of the island of Manhattan down the bay to join Governors Island.

Tunnel Commission that bridge plans have been abandoned officially because it is utterly impossible to build a bridge lower than Fifty-seventh street, in Manhattan, because the approaches would occupy enormous tracts of most valuable land and would necessarily stretch clear to the East River. The tunnel plan is feasible, and draftsmen are at work on it. New York has appropriated part of the necessary money for the tunnel and Jersey citizens will vote this fall on a bond issue appropriating more money.

Trolley Car Kills Boy.

Samuel Lieberman, 14 years old, was killed yesterday by falling under a Fourteenth street crosstown surface car at Avenue A. He had attempted to catch a ride on the front platform, but as the door snapped to shifted his hold to a side window. His grip loosened as the car jolted over a street crossing. Rescuers were called from the Fifth street station to keep the crowd away while the body was removed. The boy's home was at 125 Suffolk street.

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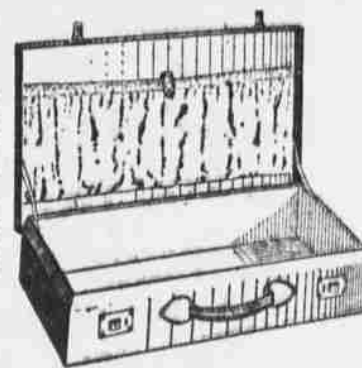


## FOR WOMEN

Travelling bag: sturdy, long-wearing black pigskin grained, as shown; lined with attractive moiré silk; three convenient pockets; gilt mountings. 18-inch, formerly \$39, now... \$24.50

\*Suit case: black smooth hide, sturdy yet light, lined with colored silks; shirred pocket; gilt mountings. 22-inch, formerly \$35, now... \$23.50

Initials stamped without charge.



## FOR MEN

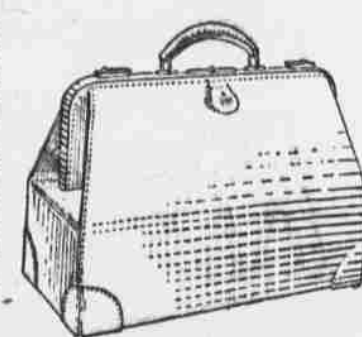
Suit case: durable russet cowhide, lined with clean drill; shirt fold in the lid; brass mountings. 24-inch, formerly \$37, now... \$26

Travelling bag: sound russet cowhide, lined with cleanly checked cloth; three pockets for convenience; reinforced corners; brass mountings. 16-inch, formerly \$33, now... \$23

18-inch, formerly \$34.50, now \$24

20-inch, formerly \$36, now... \$25

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Unusually smart Shetland Wool Tie-on Sweater, emphasizing Smart Surplice, which runs around waist, ties in large bow at back and ends in tassels; demure short sleeves.

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At 18.75—Pure Silk Sweater in fancy weave effect. Tuxedo front and novel pockets. Sash ends in tassels.

At 22.95—Unusually handsome Pure Silk Sweater in novelty weave. Belted model with smart Tuxedo front, forming pockets at bottom.

A Sale Extraordinary

of about 200

## Shantung Suits

Finely tailored in Shantung Minghai,  
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The dominant feature of these Suits  
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Three distinctly charming models featuring plain notch or Tuxedo collars, two and four-pocket effects, trim sleeves and trimmings of Pearl buttons and Self straps. In White or Tan.

None sent C. O. D., Exchanged or Credited

Figured Voile Dresses  
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At 11.75—Cool, comfortable Dress with surplice bodice, tying in bow at back, ruffled folds all-over skirt, and vestee, collar and cuffs of embroidered White Organdie.

At 16.75—Interesting Dress with pinafores in front and back, edged with fine pleated ruffles. Collar of Embroidered White Organdie, exquisite Lace vestee, narrow Grosgrain ribbon.

Emb'd Georgette Dress  
29.50

Smart tunic Dress of Georgette Crepe enhanced with dainty embroidery. A narrow Taffeta girle with tiny nosegay at side, and square neck adorned with exquisite Lace collar are added details.

Taffeta & Lace Dress  
49.50

Quite charming is this individual Dress of soft, shimmering Taffeta, with its smart basque bodice, ending in bow at back, and its gracefully draped Overskirt of exquisite Silk Lace. Short sleeves and square neck.

## Chic Taffeta Dresses

Priced Remarkably Low

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Several ultra-modish models, with trim basque bodices, tunic skirts, Wool and Silk embroideries, piping, and trimmings of exquisite Swiss embroidered White Organdie, Net and fine Laces.

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